

MEMO

DATE: April 15, 2005

TO: Energy and Environment Committee

FROM: Alan Thompson, Senior Regional Planner thompson@scag.ca.gov (213) 236-1940

SUBJECT: Regional Comprehensive Plan, Energy Chapter Action Plan

SUMMARY:

Mr. Alan Thompson, SCAG staff will brief the committee on the Energy chapter of the Regional Comprehensive Plan (RCP), focusing on the action plan. The Energy Action Plan identifies potential actions for various government agencies to assist in implementation of SCAG policies.

Currently SCAG has no regional energy generation policy. A workshop is scheduled for April 29th in order to develop recommendations. It is also noted that SCAG has no energy conservation policy. SCAG has air quality policies that result in conservation from mobile (transportation) sources, but not from static sources. Conservation will also be discussed at the April 29th workshop. The results of that workshop will also be presented to the committee.

The action plan is a component of the RCP energy chapter, which is still in development. A complete draft of the energy chapter will be presented to the committee at a later date.

BACKGROUND:

The Regional Comprehensive Plan (RCP) is intended to serve as a useful tool for outside entities in implementing policies of the Regional Council.

As the designated Regional Transportation Planning Agency (RTPA) for the region, it is imperative for SCAG to pursue implementation of the measures included in its major planning documents. For the first time, the 2004 RTP identified various measures intended to improve the efficient operation of the region's transportation system. Simply put, the region must then pursue the types of development identified in the plan in order to ensure transportation performance. In that sense, the region must also make progress on implementation in order to continue to demonstrate conformity with air quality requirements. Finally, the RTP Program Environmental Impact Report (PEIR) identified future implementation actions by SCAG, and by local jurisdictions, as mitigation for adverse impacts.

The RCP will facilitate implementation by reviewing and compiling the region's various policies and by presenting recommended actions and menus of options for external parties, focusing on local governments.

The Energy Chapter provides a framework for governments to develop policies and practices consistent with regional energy policies, and also for energy policies to be consistent with other regional policies.

This Energy Action Plan, as presented, is preliminary and has not been subject to formal approval of the SCAG Regional Council or any Committee. The action plan is based on the discussions of the RCP Task Force and is being made available at this time for information and for suggestions.

2005/06 SCAG RCP

Preliminary Draft Action Plan for Energy Chapter

INTRODUCTION

The energy action plan identifies policy and practice that SCAG endorses for external parties and itself. While the actions included here are advisory, SCAG will refer to its recommended practices in administering Inter-Governmental Review as authorized by CEQA. The action plan includes items identified as mitigation in the Program Environmental Impact Report for the 2004 Regional Transportation Plan (RTP).

The action plan, as with other RCP chapters, is organized according to the implementing party. As such, there is a recommended actions section for the Federal Government, State Government, SCAG and other regional agencies, and local governments.

California's recent energy crisis brought energy to the forefront of public policy issues. These issues can be summarized as 1) meeting the immediate energy demands, and 2) planning and developing the energy infrastructure necessary for servicing future population growth and energy requirements.

Meeting immediate demands is problematic in that existing supply and demand for petroleum is resulting in significantly high retail prices. In addition, in 2000, there were electricity price spikes and rolling blackouts. Energy conservation provides the most immediate benefit at the regional/local level.

Meeting future needs will be challenging. The energy needs necessary to serve the additional six million people forecast for the region will be substantial. This is especially true if high-energy projects will be required, such as Magnetic Levitation High Speed Rail trains and seawater desalinization plants.

In 2004, SCAG's Regional Council created a clear set of objectives and goals related to the future growth of the region and formalized them in the Compass Growth Vision and the Regional Transportation Plan. The growth vision calls for accelerated growth in key strategic areas that are beneficial to energy conservation, such as transit oriented development along major corridors. The vision for future growth and development is described in full in the Land Use and Housing Chapter of this plan.

This chapter presents energy policies adopted by the Southern California Association of Governments' (SCAG) Regional Council and are referenced in the action plan and are appended as well. It also contains data on electricity, natural gas, and petroleum fuel production and consumption for the SCAG region and the state.

The Indicators Section includes performance indicators to show how the region is progressing toward its policy goals and relates the region's progress on energy issues to the Regional Council's Growth Vision principles:

This Energy Action Plan, as presented, is preliminary and has not been subject to formal approval of the SCAG Regional Council or any Committee. The action plan is based on the discussions of the RCP Task Force and is being made available at this time for information and for suggestions.

SCAG POLICIES REGARDING ENERGY

The SCAG Regional Council, through resolutions and adoption of major planning and policy documents, has established policies regarding energy. The overarching policy for energy is one of sustainability. The Regional Council, through its 2004 Growth Vision, recognizes that energy production and consumption must be sustainable in order to manage efficiently natural resources and in order to protect the environment today and in the future. The overarching energy policy is to:

- *Develop strategies to accommodate growth that use resources efficiently, eliminate pollution, and significantly reduce waste.* - SCAG Growth Vision, Policy 72

To reduce the overall consumption of fossil fuels, particularly petroleum, SCAG policies encourage the use of alternative fuel vehicles and encourage the use of transit:

- *Encourage local jurisdictions to purchase alternative fuel vehicles, support the installation of refueling infrastructure, planning, education, and outreach to promote alternative fuel vehicles, support the development of legislation, programs, funding, and technology which addresses clean fleets and alternative fuels.* - SCAG Resolution 145
- *Encourage investment in transit.* – SCAG Growth Vision, Policy 72

SCAG enacted policies to show their support for clean power plants in an effort to develop sustainable energy generation and to develop the power plants in an environmentally sustainable way.

- *Oppose current power plant projects at the US-Mexico border, until California Best Available Control Technologies are installed and maintained on all power plants along the border.* - SCAG Resolution 144
- *Support only the use of the best available technology including monitoring, air, and water impacts for locating any nuclear waste facility.* – SCAG Resolution 148

SCAG is required to implement the mitigation measures listed in its Mitigation, Monitoring, and Reporting Program of the 2004 Regional Transportation Plan (RTP) Program Environmental Impact Report (PEIR). The mitigation measures are part of the Action Plan. Mitigation measures addressing energy include:

- *Work with local jurisdictions and energy providers, through [SCAG's] Energy and Environment Committee and other means, to encourage regional-scale planning for improved energy management. Future impacts to energy shall be minimized through cooperative planning and information sharing within the*

This Energy Action Plan, as presented, is preliminary and has not been subject to formal approval of the SCAG Regional Council or any Committee. The action plan is based on the discussions of the RCP Task Force and is being made available at this time for information and for suggestions.

SCAG region. This cooperative planning shall occur during the update of the Energy chapter of SCAG's Regional Comprehensive Plan and Guide.

- *Encourage state and federal lawmakers and regulatory agencies to pursue the design of programs to either require or incentivize the expanded availability and use of alternative-fuel vehicles to reduce the impact of shifts in petroleum fuel supply and price. – SCAG EIR Policy 171*

RECOMMENDED ACTIONS

Actions For The Federal Government

1. SCAG strongly encourages the federal government to develop a long-term plan to reduce the dependence on fossil fuels, the majority of which is used for transportation. Conservation and research into alternative fuels may provide significant long-term solutions. (Policy Reference: 1996 RCP EIR 171; Growth Vision 79, Resolution 145)

- Promote Federal legislation/regulations promoting increased vehicle fuel efficiency standards.
- Maintain or increase funding for HOV lanes and promotion of carpooling.
- Encourage elected officials to actively promote carpooling
- Increase the funding available for transit programs under the Highway Trust Fund.
- Develop a national consensus on alternative fuel research and development.
- Provide incentives for local units of Federal agencies to adopt alternative vehicle fleets to promote alternative fuel infrastructure development.

2. SCAG strongly encourages the federal government to provide incentives for the construction of energy efficient commercial and residential buildings. (Policy Reference: Growth Vision 72)

~~2. SCAG strongly encourages the federal government to promote alternative and innovative energy source generation. [NOTE: SCAG HAS NO ENERGY GENERATION POLICY]~~

- ~~• Promote tax incentives for the commercial/domestic alternative energy generation, such as solar power and wind turbines. (Growth Vision Principle 72?)~~
- ~~• Promote tax incentives to increase the use of cogeneration technologies. (Growth Vision Principle 72?)~~

Actions for the State Legislature

~~1. SCAG strongly encourages the State of California to support the widespread use of environmentally sustainable energy sources, such as solar or wind energy.~~

- ~~• Maintain and expand Solar Energy Rebate Program~~
- ~~• Promote Solar Energy Technology development.~~

This Energy Action Plan, as presented, is preliminary and has not been subject to formal approval of the SCAG Regional Council or any Committee. The action plan is based on the discussions of the RCP Task Force and is being made available at this time for information and for suggestions.

- ~~Provide incentives to increase the use of cogeneration technologies.~~

2. SCAG strongly encourages the State of California to continue to support alternative fuel vehicle incentives and research. (Policy Reference: EIR 171, Resolution 145)

- Provide incentives for state and local governmental bodies to adopt alternative vehicle fleets.
- Adopt alternative fueled vehicles for government fleet cars throughout the nation.
- Maintain and expand incentives for populace to purchase and use alternative fuel vehicles (e.g. carpool lane usage)
- Provide preferred "Reserved for Alternative Fuel Vehicle" parking locations at state buildings.

3. SCAG strongly encourages the State of California to promote fuel conservation (Policy Reference 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 79)

- Promote public awareness campaigns on carpooling and transit ridership
- Promote preferred parking spaces for carpools at State office buildings
- Provide subsidies for carpooling and transit ridership
- Promote public awareness campaigns on carpooling and transit ridership
- Incorporate schools into the "Flex Your Power" public awareness program.

4. SCAG strongly encourages the State of California to continue providing incentives for commercial and residential energy conservation purchases (Policy Reference 72)

- Provide state tax rebates to low income households (and landlords for low-income housing) who purchase efficient appliances.
- Provide informational items promoting the California Home Energy Efficiency Rating System (CHEERS)

5. SCAG strongly encourages the State of California to promote, through advocacy or regulation, environmentally efficient structures (Policy Reference: GV 72)

- Require new government buildings be built according to a minimum threshold on the Leadership in Energy and Environmental Design (LEED) Green Building Rating System.
- Require minimum LEED standards for all commercial/residential building construction.
- Advocate the use of natural cover (roof top trees/shrubs) to reduce urban heat sink phenomenon.

Actions for SCAG and Regional Agencies

1. Scag has no policy on energy conservation. There are policies related to air quality and transportation that have the same effect as conservation, as it relates to congestion

This Energy Action Plan, as presented, is preliminary and has not been subject to formal approval of the SCAG Regional Council or any Committee. The action plan is based on the discussions of the RCP Task Force and is being made available at this time for information and for suggestions.

mitigation, . (Policy Reference 14, 15, 16, 17, 18, 19, 20, 21, 22, 23) but not static energy usage (lighting, heating, etc.)

- Advocate for dedicated preferred designated parking for carpools at government buildings and businesses.
- Promote public awareness campaigns on carpooling and transit ridership
- Promote preferred parking spaces for carpools at regional office buildings
- Promote public awareness campaigns on carpooling and transit ridership

2. SCAG has no regional energy generation policy. Any regional energy policy that is developed should be consistent with other regional policies, including environmental policies.

- ~~Increase the total electricity supply from renewable resources, especially from resources located within the region.~~
- ~~Conduct environmental justice analysis before locating energy facilities, such as power plants and/or transmission lines, in order to ensure that lower income and minority communities are not disproportionately negatively affected. SCAG has no Environmental Justice energy policy.~~
- ~~Develop renewable energy resources to help meet the region's energy needs in an environmentally sensitive manner.~~

3. SCAG will continue to advocate for greater vehicle occupancy (Policy Reference: GV72)

4. SCAG will continue to advocate and plan for regional transit solutions to transportation problems. (Policy Reference: GV79)

5. SCAG will promote the use of alternative fuel vehicles. (Policy Reference: EIR 171)

- Advocate that local governments allow electric/alternative fuel vehicles to park at metered parking spots at no charge (any applicable time limitation would still apply).

6. SCAG will continue to work with local jurisdictions, the California Energy Commission and energy providers to develop state energy guidelines based on projected demand and supply. Developing State guidance with local and regional input will build a consensus for energy action across the state. (Policy Reference: EIR 172)

- Regional Planning Agencies work with CEC to develop energy demand and supply forecasting methodology.
 - Distinguish energy generation and consumption for the built environment and that for transportation purposes.
 - Develop data on the implications of energy usage, especially on emissions of toxic air contaminants and greenhouse gases and possibly for other environmental issues, such as water quality.

This Energy Action Plan, as presented, is preliminary and has not been subject to formal approval of the SCAG Regional Council or any Committee. The action plan is based on the discussions of the RCP Task Force and is being made available at this time for information and for suggestions.

- Support state and local efforts to better coordinate demand side management programs and the development of overall energy policies and goals.
- Develop regional energy performance indicators and goals for those indicators.
- Investigate the potential benefits to the region from encouraging distributed energy resources and combined heat, cooling, and power.
- Regional agencies monitor and provide input towards development of State energy projections.

Actions for Counties and Cities

1. SCAG strongly encourages local governments to purchase alternative fuel vehicles and develop the infrastructure necessary to support the vehicles.

- Local governments purchase alternative fuel vehicles for their fleet, where practical.
- Local governments develop a common infrastructure necessary to support these vehicles.
- Local governments work with SCAG and other governmental units to establish standards on alternative fuel technology and infrastructure.

2. SCAG strongly encourages local governments to establish LEED or other innovative energy standards for new construction. (Policy Reference: GV 72)

3. Local Governments should monitor and provide input in the development of the State energy projections. (Policy Reference: EIR 172)

4. Local governments should review and update, as necessary, building retrofit ordinances for energy efficiency. (Policy Reference: RCPG 87, EIR 172)

5. SCAG's Compass Growth Vision program has identified 2% of the land in the SCAG region to focus land use and transportation investments in order to accommodate the forecast growth in the region to the year 2030. Governments can review this "2% Strategy" and ensure that energy policy is implemented in the areas of the 2% Strategy that fall within their jurisdictions. SCAG can promote the 2% Strategy to educate jurisdictions about the strategy and about ways to implement the strategy, at the same time incorporating energy policy into their plans. (Policy Reference 159, 160, 161)

Energy Policies

SourceDocument

id Policy

Type

1996 RCPG

87 Encourage patterns of urban development and land use, which reduce costs on infrastructure construction and make better use of existing facilities. Policy

- | | |
|--|--|
| <input checked="" type="checkbox"/> Transportation | <input checked="" type="checkbox"/> Energy |
| <input checked="" type="checkbox"/> Land Use | <input checked="" type="checkbox"/> Water |
| <input checked="" type="checkbox"/> Housing | <input checked="" type="checkbox"/> Habitat and Open Space |
| <input type="checkbox"/> Air Quality | <input checked="" type="checkbox"/> Solid Waste |
| <input checked="" type="checkbox"/> Economy | <input checked="" type="checkbox"/> Other |

85 The timing, financing, and location of public facilities, utility systems, and transportation systems shall be used by SCAG to implement the region's growth policies. Policy

- | | |
|--|---|
| <input checked="" type="checkbox"/> Transportation | <input checked="" type="checkbox"/> Energy |
| <input checked="" type="checkbox"/> Land Use | <input checked="" type="checkbox"/> Water |
| <input type="checkbox"/> Housing | <input type="checkbox"/> Habitat and Open Space |
| <input type="checkbox"/> Air Quality | <input checked="" type="checkbox"/> Solid Waste |
| <input checked="" type="checkbox"/> Economy | <input checked="" type="checkbox"/> Other |

84 In areas with large seasonal population fluctuations, such as resort areas, forecast permanent populations. However, appropriate infrastructure systems should be sized to serve high season population totals. Policy

- | | |
|--|---|
| <input checked="" type="checkbox"/> Transportation | <input checked="" type="checkbox"/> Energy |
| <input checked="" type="checkbox"/> Land Use | <input checked="" type="checkbox"/> Water |
| <input checked="" type="checkbox"/> Housing | <input type="checkbox"/> Habitat and Open Space |
| <input type="checkbox"/> Air Quality | <input checked="" type="checkbox"/> Solid Waste |
| <input checked="" type="checkbox"/> Economy | <input checked="" type="checkbox"/> Other |

83 The population, housing, and jobs forecasts, which are adopted by SCAG's Regional Council and that reflect local plans and policies, shall be used by SCAG in all phases of implementation and review. Policy

- | | |
|--|--|
| <input checked="" type="checkbox"/> Transportation | <input checked="" type="checkbox"/> Energy |
| <input checked="" type="checkbox"/> Land Use | <input checked="" type="checkbox"/> Water |
| <input checked="" type="checkbox"/> Housing | <input checked="" type="checkbox"/> Habitat and Open Space |
| <input checked="" type="checkbox"/> Air Quality | <input checked="" type="checkbox"/> Solid Waste |
| <input checked="" type="checkbox"/> Economy | <input checked="" type="checkbox"/> Other |

EIR

<i>SourceDocument</i>	<i>id Policy</i>	<i>Type</i>
	<p>172 Work with local jurisdictions and energy providers, through the Energy and Environment Committee and other means, to encourage regional-scale planning for improved energy management. Future impacts to energy shall be minimized through cooperative planning and information sharing within the SCAG region. This cooperative planning shall occur during the update of the Energy chapter of SCAG's Regional Comprehensive Plan and Guide.</p> <p> <input type="checkbox"/> Transportation <input checked="" type="checkbox"/> Energy <input type="checkbox"/> Land Use <input type="checkbox"/> Water <input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input checked="" type="checkbox"/> Other </p>	Mitigatio
	<p>171 Encourage state and federal lawmakers and regulatory agencies to pursue the design of programs to either require or incentivize the expanded availability and use of alternative-fuel vehicles to reduce the impact of shifts in petroleum fuel supply and price.</p> <p> <input checked="" type="checkbox"/> Transportation <input checked="" type="checkbox"/> Energy <input type="checkbox"/> Land Use <input type="checkbox"/> Water <input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input checked="" type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input type="checkbox"/> Other </p>	Mitigatio

Growth Vision

	<p>79 Encourage investment in transit.</p> <p> <input checked="" type="checkbox"/> Transportation <input checked="" type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water <input checked="" type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input checked="" type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input checked="" type="checkbox"/> Economy <input checked="" type="checkbox"/> Other </p>	Policy
	<p>72 Develop strategies to accommodate growth that use resources efficiently, eliminate pollution and significantly reduce waste.</p> <p> <input checked="" type="checkbox"/> Transportation <input checked="" type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input checked="" type="checkbox"/> Water <input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input checked="" type="checkbox"/> Air Quality <input checked="" type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input checked="" type="checkbox"/> Other </p>	Principle

Resolutions

<i>SourceDocument</i>	<i>id Policy</i>	<i>Type</i>
	148 Supports only the use of the best available technology including monitoring, air, and water impacts for locating any nuclear waste facility.	Position
	<input type="checkbox"/> Transportation <input checked="" type="checkbox"/> Energy <input type="checkbox"/> Land Use <input checked="" type="checkbox"/> Water <input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input checked="" type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input type="checkbox"/> Other	
	145 Encourage local jurisdictions to purchase alternative fuel vehicles, support the installation of refueling infrastructure, planning, education, and outreach to promote alternative fuel vehicles, support the development of legislation, programs, funding, and technology which addresses clean fleets and alternative fuels.	Position
	<input checked="" type="checkbox"/> Transportation <input checked="" type="checkbox"/> Energy <input type="checkbox"/> Land Use <input type="checkbox"/> Water <input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input checked="" type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input type="checkbox"/> Other	
	144 RC opposes current power plant projects at the US-Mexico border, until California Best Available Control Technologies are installed and maintained on all power plants along the border.	Position
	<input type="checkbox"/> Transportation <input checked="" type="checkbox"/> Energy <input type="checkbox"/> Land Use <input type="checkbox"/> Water <input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input checked="" type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input type="checkbox"/> Other	

Air Quality Policies

SourceDocument	id	Policy	Type
1996 RCPG	110	Encourage local participation in the consensus processes regarding conformity processes through SCAG's Transportation Conformity Working Group and the Modeling Task Force.	
		<input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Energy <input type="checkbox"/> Land Use <input type="checkbox"/> Water <input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input checked="" type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input checked="" type="checkbox"/> Other	
	106	Work cooperatively with the region's air districts, ARB and EPA to develop a coordinated game plan to resolve federal/state submission problems and standard differences, and to identify socioeconomic considerations. Local jurisdictions' participation should be sought in the negotiations to resolve conflicting federal and state submittal requirements and ambient air quality standards.	Policy
		<input type="checkbox"/> Transportation <input type="checkbox"/> Energy <input type="checkbox"/> Land Use <input type="checkbox"/> Water <input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input checked="" type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input checked="" type="checkbox"/> Other	
	98	Encourage planned development in locations least likely to cause environmental impact.	Policy
		<input type="checkbox"/> Transportation <input type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input checked="" type="checkbox"/> Water <input type="checkbox"/> Housing <input checked="" type="checkbox"/> Habitat and Open Space <input checked="" type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input checked="" type="checkbox"/> Other	

<i>SourceDocument</i>	<i>id Policy</i>	<i>Type</i>
	<p>108 Work to implement consensus-based approaches to emission reductions from goods movement sources, using the goods movement task force process, studies, and recommendations advocated by SCAG in the 1994 South Coast Air Quality Management Plan (Appendix IV-C).</p> <p> <input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Energy <input type="checkbox"/> Land Use <input type="checkbox"/> Water <input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input checked="" type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input checked="" type="checkbox"/> Other </p>	Policy
	<p>109 Work with local, state, and federal agencies to streamline the conformity process and eliminate or revise provisions that are unworkable or of questionable value for ensuring conformity with the purpose of the State Implementation Plan as required by Section 176(c) of the Federal Clean Air Act.</p> <p> <input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Energy <input type="checkbox"/> Land Use <input type="checkbox"/> Water <input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input checked="" type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input checked="" type="checkbox"/> Other </p>	Policy
	<p>111 Determine specific programs and associated actions needed (e.g., indirect source rules, enhanced use of telecommunications, provision of community-based shuttle services, provision of demand management based programs, or vehicle-miles-traveled/emission fees) so that options to command and control regulation can be assessed.</p> <p> <input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Energy <input type="checkbox"/> Land Use <input type="checkbox"/> Water <input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input checked="" type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input type="checkbox"/> Other </p>	Policy

<i>SourceDocument</i>	<i>id Policy</i>	<i>Type</i>
	<p>112 Ensure through the Transportation Improvement Plan and conformity processes that funding priority for transportation measures identified in the attainment plans are adhered to in local decision making. In addition, support recognition of these priorities in the federal and state transportation appropriation processes.</p> <p> <input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water <input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input checked="" type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input type="checkbox"/> Other </p>	Policy
	<p>113 Work to ensure that those infrastructure projects and transportation programs identified as Transportation Control Measures in the State Implementation Plan are not sanctioned or withheld in the event sanctions are imposed.</p> <p> <input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Energy <input type="checkbox"/> Land Use <input type="checkbox"/> Water <input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input checked="" type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input type="checkbox"/> Other </p>	Policy
	<p>114 SCAG and the region's air districts should continue to maintain Memoranda of Understanding detailing cooperative planning relationships and requiring that regional growth forecasts be used in the development of all air district plans.</p> <p> <input type="checkbox"/> Transportation <input type="checkbox"/> Energy <input type="checkbox"/> Land Use <input type="checkbox"/> Water <input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input checked="" type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input checked="" type="checkbox"/> Other </p>	Policy
	<p>116 Actively reach out to both private and public sectors to assist in the development of approaches, formation of implementation strategies and identification of fiscal resources to help achieve implementation air quality-related projects and programs.</p> <p> <input type="checkbox"/> Transportation <input type="checkbox"/> Energy <input type="checkbox"/> Land Use <input type="checkbox"/> Water <input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input checked="" type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input checked="" type="checkbox"/> Economy <input checked="" type="checkbox"/> Other </p>	Policy

<i>SourceDocument</i>	<i>id Policy</i>	<i>Type</i>
	83 The population, housing, and jobs forecasts, which are adopted by SCAG's Regional Council and that reflect local plans and policies, shall be used by SCAG in all phases of implementation and review.	Policy
	<input checked="" type="checkbox"/> Transportation <input checked="" type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input checked="" type="checkbox"/> Water <input checked="" type="checkbox"/> Housing <input checked="" type="checkbox"/> Habitat and Open Space <input checked="" type="checkbox"/> Air Quality <input checked="" type="checkbox"/> Solid Waste <input checked="" type="checkbox"/> Economy <input checked="" type="checkbox"/> Other	
	115 Through the environmental document review process, ensure that plans at all levels of government (regional, air basin, county, subregional, and local) consider air quality, land use, transportation, and economic relationships to ensure consistency and minimize conflicts.	Policy
	<input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water <input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input checked="" type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input checked="" type="checkbox"/> Economy <input checked="" type="checkbox"/> Other	

EIR

	163 Encourage the ports to extend their operating hours in order to reduce heavy-duty truck traffic during peak periods, thereby reducing the VHT these trucks spend in delay.	Mitigatio
	<input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Energy <input type="checkbox"/> Land Use <input type="checkbox"/> Water <input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input checked="" type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input type="checkbox"/> Other	
	171 Encourage state and federal lawmakers and regulatory agencies to pursue the design of programs to either require or incentivize the expanded availability and use of alternative-fuel vehicles to reduce the impact of shifts in petroleum fuel supply and price.	Mitigatio
	<input checked="" type="checkbox"/> Transportation <input checked="" type="checkbox"/> Energy <input type="checkbox"/> Land Use <input type="checkbox"/> Water <input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input checked="" type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input type="checkbox"/> Other	

<i>SourceDocument</i>	<i>id Policy</i>	<i>Type</i>
	169 Encourage the U.S. Department of Transportation and the California Highway Patrol to continue to enforce speed limits and existing regulations governing goods movement and hazardous materials transportation.	Mitigatio
	<input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Energy <input type="checkbox"/> Land Use <input type="checkbox"/> Water <input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input checked="" type="checkbox"/> Air Quality <input checked="" type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input type="checkbox"/> Other	
	164 Facilitate implementation of the transportation control measures outlined in the 2003 SCAQMP.	Mitigatio
	<input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Energy <input type="checkbox"/> Land Use <input type="checkbox"/> Water <input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input checked="" type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input type="checkbox"/> Other	
	162 Encourage education about and implementation of California's Parking Cash Out law as a means of further reducing VMT.	Mitigatio
	<input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Energy <input type="checkbox"/> Land Use <input type="checkbox"/> Water <input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input checked="" type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input type="checkbox"/> Other	

Growth Vision

	79 Encourage investment in transit.	Policy
	<input checked="" type="checkbox"/> Transportation <input checked="" type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water <input checked="" type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input checked="" type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input checked="" type="checkbox"/> Economy <input checked="" type="checkbox"/> Other	
	72 Develop strategies to accommodate growth that use resources efficiently, eliminate pollution and significantly reduce waste.	Principle
	<input checked="" type="checkbox"/> Transportation <input checked="" type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input checked="" type="checkbox"/> Water <input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input checked="" type="checkbox"/> Air Quality <input checked="" type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input checked="" type="checkbox"/> Other	

<i>SourceDocument</i>	<i>id Policy</i>	<i>Type</i>
	61 Promote "people-scaled", walkable communities.	Principle
	<input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water <input checked="" type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input checked="" type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input checked="" type="checkbox"/> Other	
	56 Encourage transit-oriented development.	Principle
	<input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water <input checked="" type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input checked="" type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input checked="" type="checkbox"/> Other	
	82 Promote compact, centers- and corridors-focused development, mixed-use, and transit-oriented development.	Strategy
	<input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water <input checked="" type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input checked="" type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input checked="" type="checkbox"/> Other	

Resolutions

	148 Supports only the use of the best available technology including monitoring, air, and water impacts for locating any nuclear waste facility.	Position
	<input type="checkbox"/> Transportation <input checked="" type="checkbox"/> Energy <input type="checkbox"/> Land Use <input checked="" type="checkbox"/> Water <input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input checked="" type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input type="checkbox"/> Other	
	145 Encourage local jurisdictions to purchase alternative fuel vehicles, support the installation of refueling infrastructure, planning, education, and outreach to promote alternative fuel vehicles, support the development of legislation, programs, funding, and technology which addresses clean fleets and alternative fuels.	Position
	<input checked="" type="checkbox"/> Transportation <input checked="" type="checkbox"/> Energy <input type="checkbox"/> Land Use <input type="checkbox"/> Water <input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input checked="" type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input type="checkbox"/> Other	

<i>SourceDocument</i>	<i>id Policy</i>	<i>Type</i>
	144 RC opposes current power plant projects at the US-Mexico border, until California Best Available Control Technologies are installed and maintained on all power plants along the border.	Position
	<input type="checkbox"/> Transportation <input checked="" type="checkbox"/> Energy <input type="checkbox"/> Land Use <input type="checkbox"/> Water <input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input checked="" type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input type="checkbox"/> Other	
	143 RC urges federal government to establish common environmental standards and enforcement procedures with Mexico to protect residents' health and to assure that new border stationary sources have minimal negative impacts on the environment.	Position
	<input type="checkbox"/> Transportation <input type="checkbox"/> Energy <input type="checkbox"/> Land Use <input type="checkbox"/> Water <input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input checked="" type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input checked="" type="checkbox"/> Other	
	138 Approves participation with Caltrans to undertake the development of an implementation strategy for congestion pricing.	Position
	<input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Energy <input type="checkbox"/> Land Use <input type="checkbox"/> Water <input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input checked="" type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input checked="" type="checkbox"/> Economy <input type="checkbox"/> Other	

RTP

	26 Focus growth along transit corridors and nodes to utilize available capacity.	Policy
	<input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water <input checked="" type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input checked="" type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input type="checkbox"/> Other	

<i>SourceDocument</i>	<i>id Policy</i>	<i>Type</i>
	<p>9 HOV gap closures that significantly increase transit and rideshare usage will be supported and encouraged, subject to SCAG's adopted Regional Performance Indicators.</p> <p> <input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Energy <input type="checkbox"/> Land Use <input type="checkbox"/> Water <input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input checked="" type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input type="checkbox"/> Other </p>	Policy
	<p>39 Prioritize transportation projects that maximize efficient use of existing capacity, such as Traffic Management Centers, ramp metering, signal synchronization and other ITS.</p> <p> <input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Energy <input type="checkbox"/> Land Use <input type="checkbox"/> Water <input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input checked="" type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input type="checkbox"/> Other </p>	Policy
	<p>48 Reflect environmental, environmental justice, and local quality of life constraints at existing airports that operate in built-out urban environments.</p> <p> <input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water <input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input checked="" type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input checked="" type="checkbox"/> Other </p>	Principle
	<p>14 Support funding for education and outreach to all employers and to the general public in order to increase awareness and participation in ridesharing.</p> <p> <input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Energy <input type="checkbox"/> Land Use <input type="checkbox"/> Water <input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input checked="" type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input type="checkbox"/> Other </p>	Strategy
	<p>12 Program public funds into the RTIP to help maintain the public sector share of the existing rideshare market and to increase the number of carpoolers by 8,000 annually.</p> <p> <input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Energy <input type="checkbox"/> Land Use <input type="checkbox"/> Water <input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input checked="" type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input type="checkbox"/> Other </p>	Strategy

<i>SourceDocument</i>	<i>id Policy</i>	<i>Type</i>
	13 Provide "seamless" intra- and inter-county carpool services to the regional traveler.	Strategy
	<input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Energy <input type="checkbox"/> Land Use <input type="checkbox"/> Water <input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input checked="" type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input type="checkbox"/> Other	
	15 Together with county transportation commissions, SCAG will work to further refine existing rideshare tracking, documentation and reporting methods, so as to improve the Region's ability to effectively demonstrate timely implementation of Transportation Control Measures.	Strategy
	<input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Energy <input type="checkbox"/> Land Use <input type="checkbox"/> Water <input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input checked="" type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input type="checkbox"/> Other	
	16 Formalize and expand partnerships among public and private sector stakeholders to improve delivery of vanpool services regionally, increase ridership, and improve outreach efforts.	Strategy
	<input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Energy <input type="checkbox"/> Land Use <input type="checkbox"/> Water <input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input checked="" type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input type="checkbox"/> Other	
	17 Increase the number of commuter vanpools from 1,400 to 5,000 through more effective marketing, an increase in dedicated public-sector staffing and resources, and the provision of non-monetary public sector incentives.	Strategy
	<input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Energy <input type="checkbox"/> Land Use <input type="checkbox"/> Water <input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input checked="" type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input type="checkbox"/> Other	

<i>SourceDocument</i>	<i>id Policy</i>	<i>Type</i>
	18 Establish a dedicated funding source for planning and implementing vanpool programs and services.	Strategy
	<input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Energy <input type="checkbox"/> Land Use <input type="checkbox"/> Water <input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input checked="" type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input type="checkbox"/> Other	
	19 Facilitate a regionally coordinated marketing strategy among the public and private sectors to enhance vanpool programs, increase ridership and improve outreach efforts.	Strategy
	<input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Energy <input type="checkbox"/> Land Use <input type="checkbox"/> Water <input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input checked="" type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input type="checkbox"/> Other	
	20 Formalize and expand partnerships among public and private sector stakeholders to increase opportunities for wage and salary workers regionally to telecommute in lieu of daily commuting.	Strategy
	<input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Energy <input type="checkbox"/> Land Use <input type="checkbox"/> Water <input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input checked="" type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input type="checkbox"/> Other	
	21 Promote achievement of a 4-5 percent telework/telecommute goal to increase opportunities for wage and salary workers regionally to telecommute in lieu of daily commuting.	Strategy
	<input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Energy <input type="checkbox"/> Land Use <input type="checkbox"/> Water <input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input checked="" type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input type="checkbox"/> Other	

<i>SourceDocument</i>	<i>id Policy</i>	<i>Type</i>
	<p>22 Explore the opportunity to develop and to disseminate educational programs at the county and community level that promote consumers' use of non-motorized travel modes for non-work trips made during commute hours.</p> <p> <input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Energy <input type="checkbox"/> Land Use <input type="checkbox"/> Water <input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input checked="" type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input type="checkbox"/> Other </p>	Strategy
	<p>23 Explore partnerships among public and private sector providers of medical, shopping, school, recreation and related services and programs to identify alternative modes of travel to their establishments and to evaluate their ability to offer consumer services during non-commute hours.</p> <p> <input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Energy <input type="checkbox"/> Land Use <input type="checkbox"/> Water <input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input checked="" type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input checked="" type="checkbox"/> Other </p>	Strategy
	<p>38 Prioritize transportation projects that improve access to airports, cargo facilities, and intermodal centers.</p> <p> <input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Energy <input type="checkbox"/> Land Use <input type="checkbox"/> Water <input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input checked="" type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input checked="" type="checkbox"/> Other </p>	Strategy
	<p>41 Advance long-range study corridors from the 2001 RTP in high-demand and/or high-growth areas, based upon the findings of the RSTIS process.</p> <p> <input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water <input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input checked="" type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input type="checkbox"/> Other </p>	Strategy

<i>SourceDocument</i>	<i>id Policy</i>	<i>Type</i>
	24 Use the proposed funding for non-motorized transportation to implement bikeway expansion projects, create a bicycle- and pedestrian-friendly transportation environment, induce mixed-use development that promotes biking and walking, and conduct public safety education for bicyclists and pedestrians.	Strategy
	<input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Energy	
	<input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water	
	<input checked="" type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space	
	<input checked="" type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste	
	<input type="checkbox"/> Economy <input checked="" type="checkbox"/> Other	